

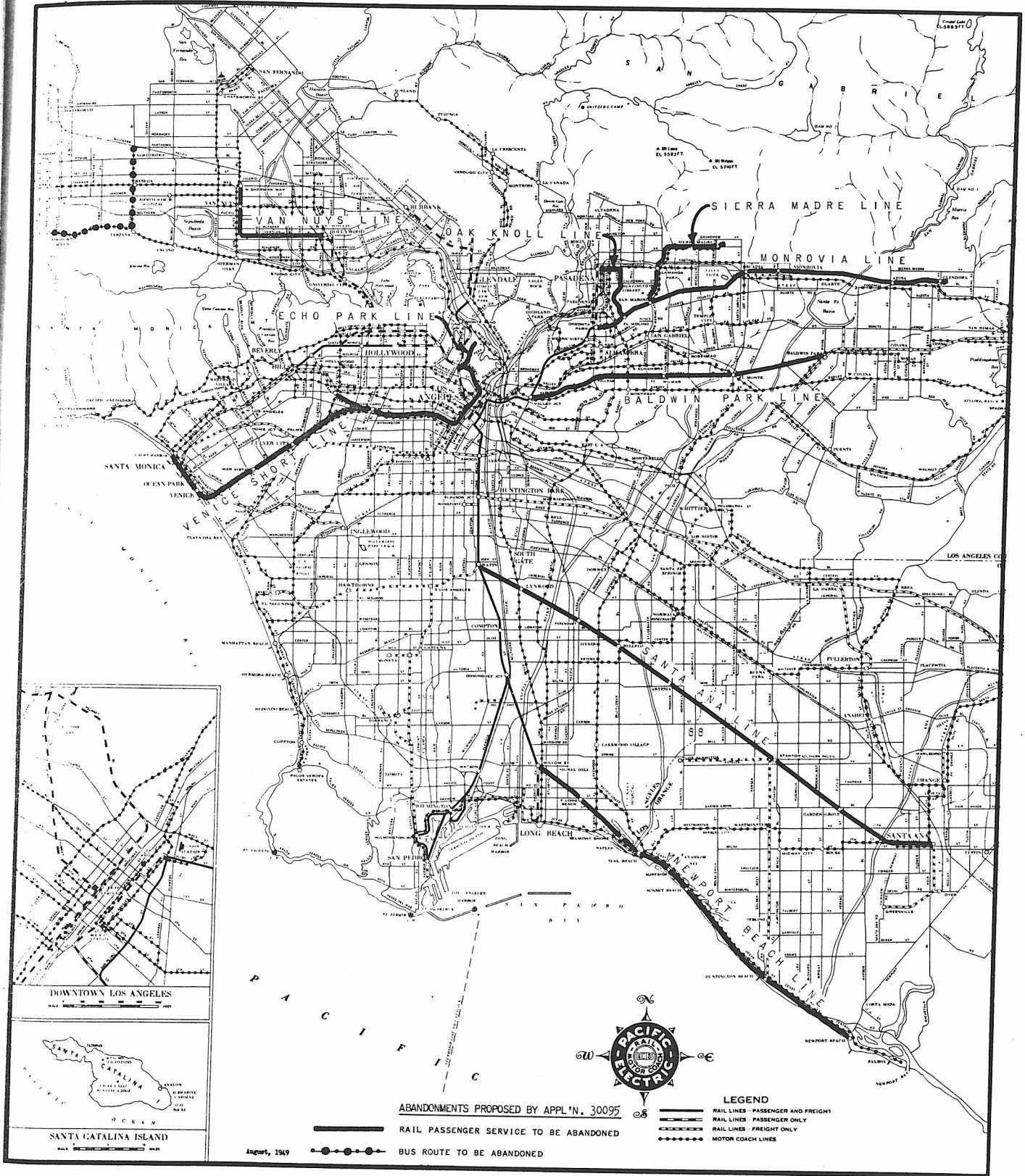
PUBLIC UTILITIES COMMISSION
STATE OF CALIFORNIA

TRANSPORTATION DEPARTMENT

PACIFIC ELECTRIC RAILWAY COMPANY
APPLICATION NO. 30095

ANALYSIS OF PROPOSALS OF APPLICANT TO
ABANDON CERTAIN RAIL OPERATIONS AND
SUBSTITUTE MOTOR COACH SERVICE THEREFOR
TOGETHER WITH CERTAIN OTHER SERVICE CHANGES

San Francisco, California
December 14, 1949



information from the State Division of Highways, from each of the 300-odd incorporated cities, and each of the 58 counties in the State. It visited all sections of the State to receive all the factual data available on the street, highway and road problems from these three levels of government.

Los Angeles Problem Acute

The transportation problem in Los Angeles has become particularly acute due to the generally decentralized development over this large metropolitan area. The incorporated area within the city limits of Los Angeles is 453.47 square miles but the 45 other incorporated cities within Los Angeles County and the tributary cities in Orange, Riverside and San Bernardino Counties to the south and east and Ventura County to the north and west make the actual boundaries of the metropolitan area most difficult to define. The population of Los Angeles County alone, according to the 1950 Federal Census, was 4,151,687, with the population of Los Angeles City 1,970,358.

The latest figure on vehicular registration in Los Angeles County as of the end of 1951 is 2,133,641. Los Angeles, as a city with nearly half the population and the worst congestion of the county, has been a natural leader in studies of vehicular transportation facilities in this metropolitan area. It has been assisted, and its studies expanded since the 20's by the county and by various governmental, civic, and private organizations, showing the widespread recognition of the seriousness of the transportation problem.

Years of Planning

It can thus be seen that the Los Angeles Metropolitan Freeway System planned for this area did not develop overnight. It has matured through the years through the cooperation of governmental units, civic organizations and public-spirited citizens, and tribute must be given to all. Individuals and organizations now accept it as a transportation system evolved for the benefit of the people as a whole, through the functioning of democratic processes.

It would be impossible to list all the people and organizations who have had a part in these coordinated studies. Some of these organizations have pub-



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lished comprehensive reports, others have issued and distributed reports which were not published. Still others have taken an active part in meetings and discussions in informal manner in furtherance of the cooperative spirit and attitude of this comprehensive undertaking.

Freeway Network Laid Out

It is believed that the general consensus of these organizations is ex-

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pressed in the report of the Los Angeles Metropolitan Parkway Engineering Committee to the Collier Joint Fact-Finding Committee on Highways, Streets and Bridges of the California Legislature, dated March 30, 1946. This report was signed by the Mayor of Los Angeles, the Chairman of the Los Angeles County Board of Supervisors and a representative of the Los Angeles County Section of the League of California Cities. It points out that the com-

Mar - Apr 1953

One of the most forward-looking steps in giving ultimate emphasis toward completing the metropolitan freeway system within the foreseeable future was occasioned by Chapter 20, Extraordinary Session, 1952, providing \$10,000,000 for the advance acquisition of rights of way in the paths of freeway routes where imminent development to a higher property usage affecting ultimate freeway costs was apparent. This for the first time has given the Highway Commission the opportunity to adopt routes and permit actual negotiations for vacant lands in the path of the freeway prior to its subdivision for residential, industrial or other developments occurring with such rapidity in this period of extreme growth. Heretofore, the Highway Commission has been forced to follow a policy of adopting these routes only at such time as they could foresee funds with which to actually enter into a program of right of way acquisition, followed within a reasonably short period of time by a program of construction. Heretofore, the adoption of such route gave the State,

TABLE SHOWING TRAFFIC DIVERTED TO HOLLYWOOD FREEWAY BY PARALLEL MAJOR STREETS (Figueroa Street Cordon)

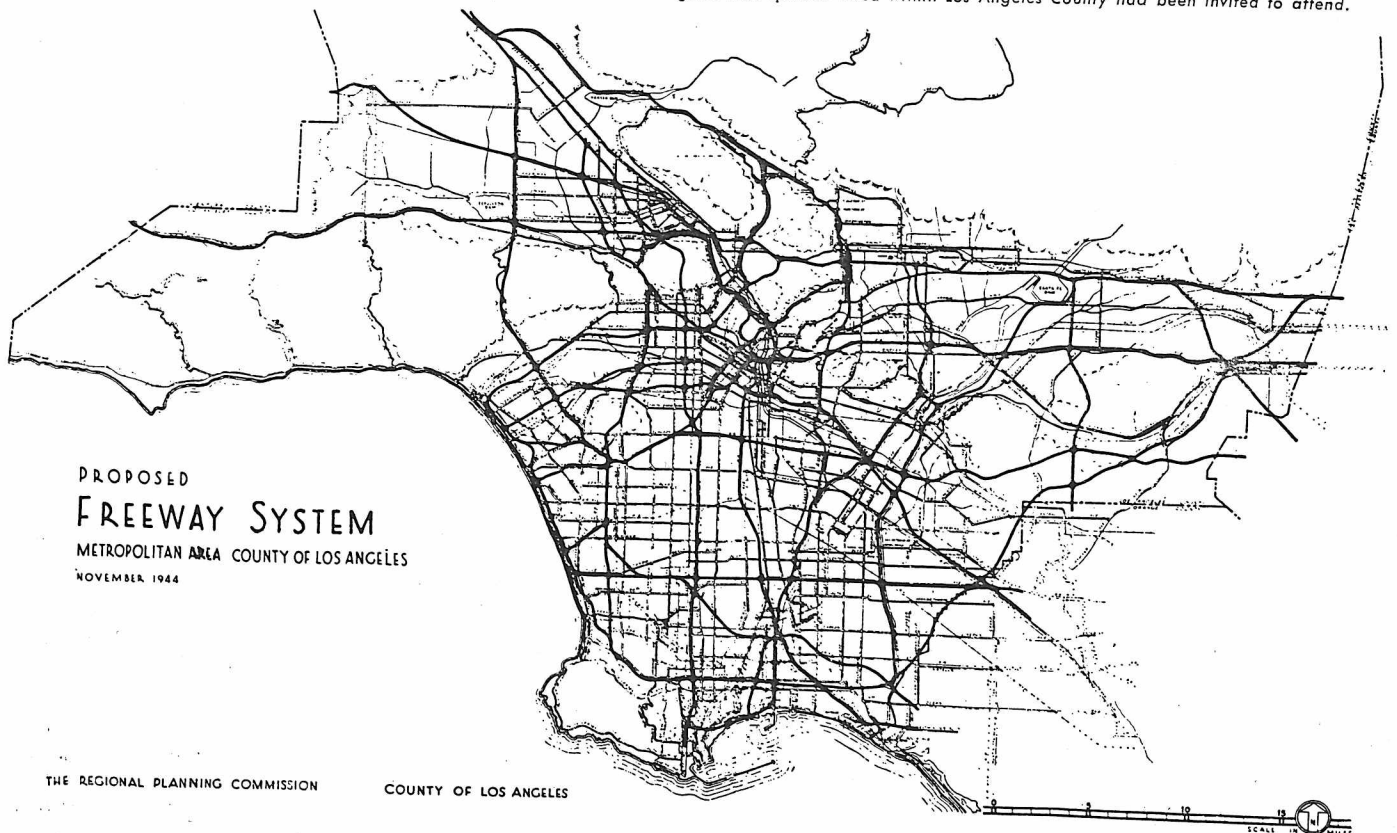
Parallel major street	Distance from freeway, ft.	Grand Ave. to Silver Lake Blvd., 1951		Los Angeles St. to Western Ave., 1952	
		Diverted, ADT	Diverted, percent	Diverted, ADT	Diverted, percent
San Fernando Rd. northwest of Ave. 26.....	11,000	1,500	4	4,500	9
Riverside Dr. west of Figueroa.....	9,000	7,100	18	14,100	34
Sunset Blvd. west of Figueroa.....	500	2,800	9	13,100	40
Temple St. west of Boylston.....	500	9,900	48	10,700	49
First St. west of Figueroa.....	2,000	7,400	41	6,000	32
Second St. west of Figueroa.....	2,500	1,900	9	6,000	26
Third St. west of Figueroa.....	3,100	5,800	30	1,500	7
Fifth St. west of Figueroa.....	4,500	1,100	8	3,500	23
Sixth St. west of Figueroa.....	5,000	1,800	13	5,500	39
Wilshire Blvd. west of Figueroa.....	5,400	700	3	3,500	16
Olympic Blvd. west of Figueroa.....	10,000	2,700	6	10,100	22
Totals	---	42,700	15.2	78,500	26.5
Traffic remaining on major streets but benefited by freeway.....				217,500	73.5%
Total traffic on streets involved in study.....				296,000	100%

in effect, an option upon the properties in the paths of the route without any funds to protect the route.

On the other hand, in the face of the glaring need for traffic relief, the commission felt obligated to confine its right of way acquisition to only those projects upon which construction was imminent for the purpose of

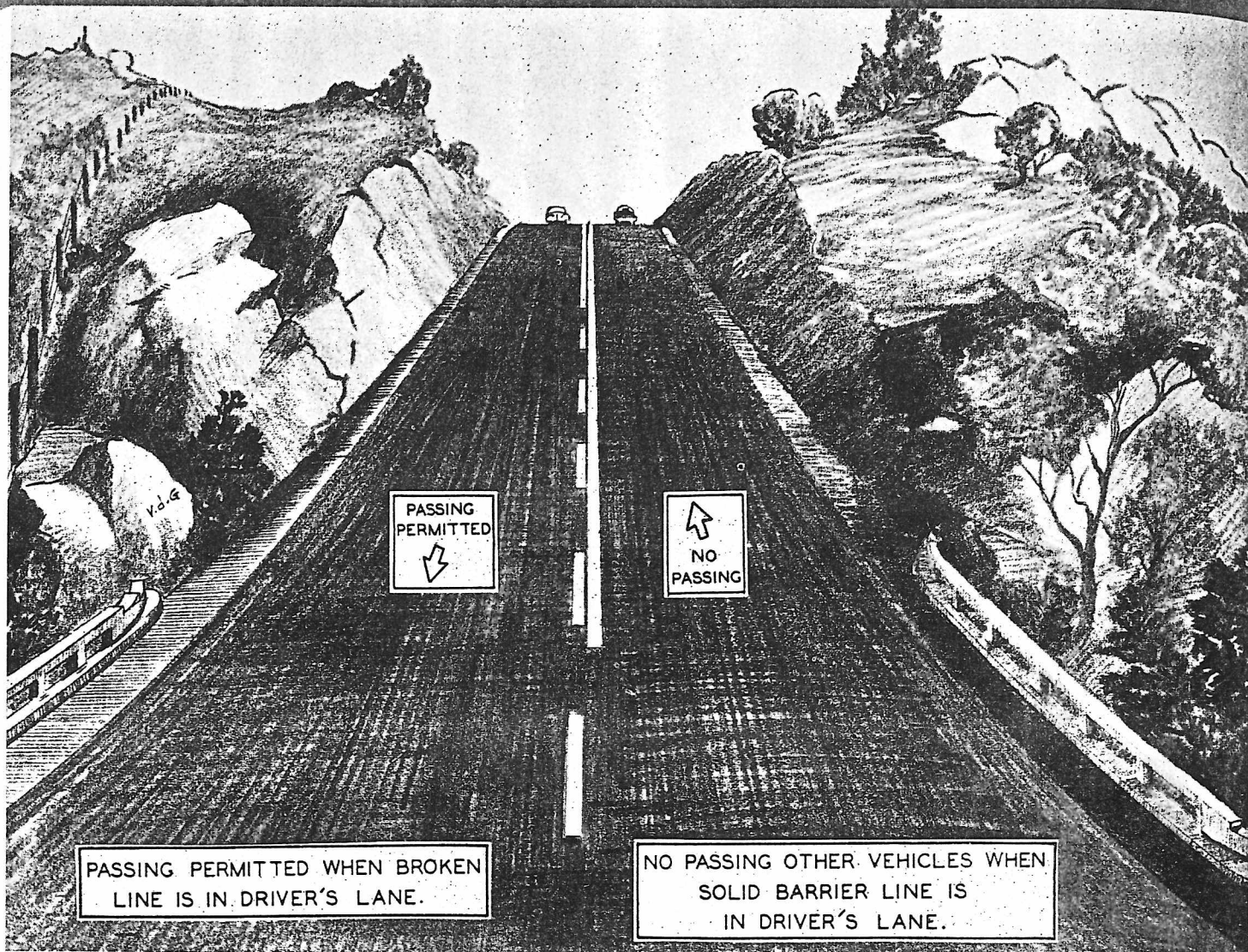
traffic relief. It would otherwise be scattering its funds over future planning rather than concentrating upon the traffic problem. The new law enables the commission to step in immediately in the adoption of a route, and to proceed immediately with the acquisition of vacant lands subject to subdivision or the erection of expen-

The Parkway System as shown hereon was unanimously approved by the Los Angeles Metropolitan Parkway Engineering Committee at a meeting held on February 7, 1946, to which representatives of all cities in the portion of the Los Angeles Metropolitan Area within Los Angeles County had been invited to attend.



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YELLOW "NO PASSING" LINE DOOMED

THE yellow "No Passing" traffic line so familiar to California motorists traveling over State highways is on its way out. Director of Public Works C. H. Purcell, pursuant to authority vested in the Department of Public Works by law and in conformity with the Federal Aid Highway Act of 1944 designed to effect, among other things, a uniform National system of highway signs and traffic control devices, has executed the required legal order to the Division of Highways calling for the immediate marking of "No Passing" zones with two continuous or solid parallel white lines where overtaking and passing slower moving vehicles is prohibited, and a combination solid and broken white line when passing is restricted to one direction for vehicles approaching a blind crest of grade.

A solid white or barrier line on the right of the broken line and in the driver's lane will indicate "No Passing."

A driver may overtake and pass a slower moving vehicle if the broken line is in the driver's lane, providing the way ahead is clear.

The California Vehicle Code provides for a distinctive pavement marking for "No Passing" zones. These zones are designated where either the volume of traffic or the vertical or horizontal curvature of the roadway renders it hazardous to attempt to drive to the left of such markings.

"It will require several months" Purcell said, "to change the markings at all 'No Passing' zones and eliminate the yellow line now used to indicate 'No Passing.' There will be a transition period during which both the present and new type of markings will be in place and must legally be observed."

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General Location of National System of Interstate Highways

INCLUDING ALL ADDITIONAL ROUTES
AT URBAN AREAS
DESIGNATED IN SEPTEMBER 1955

DOCUMENTS DEPT.

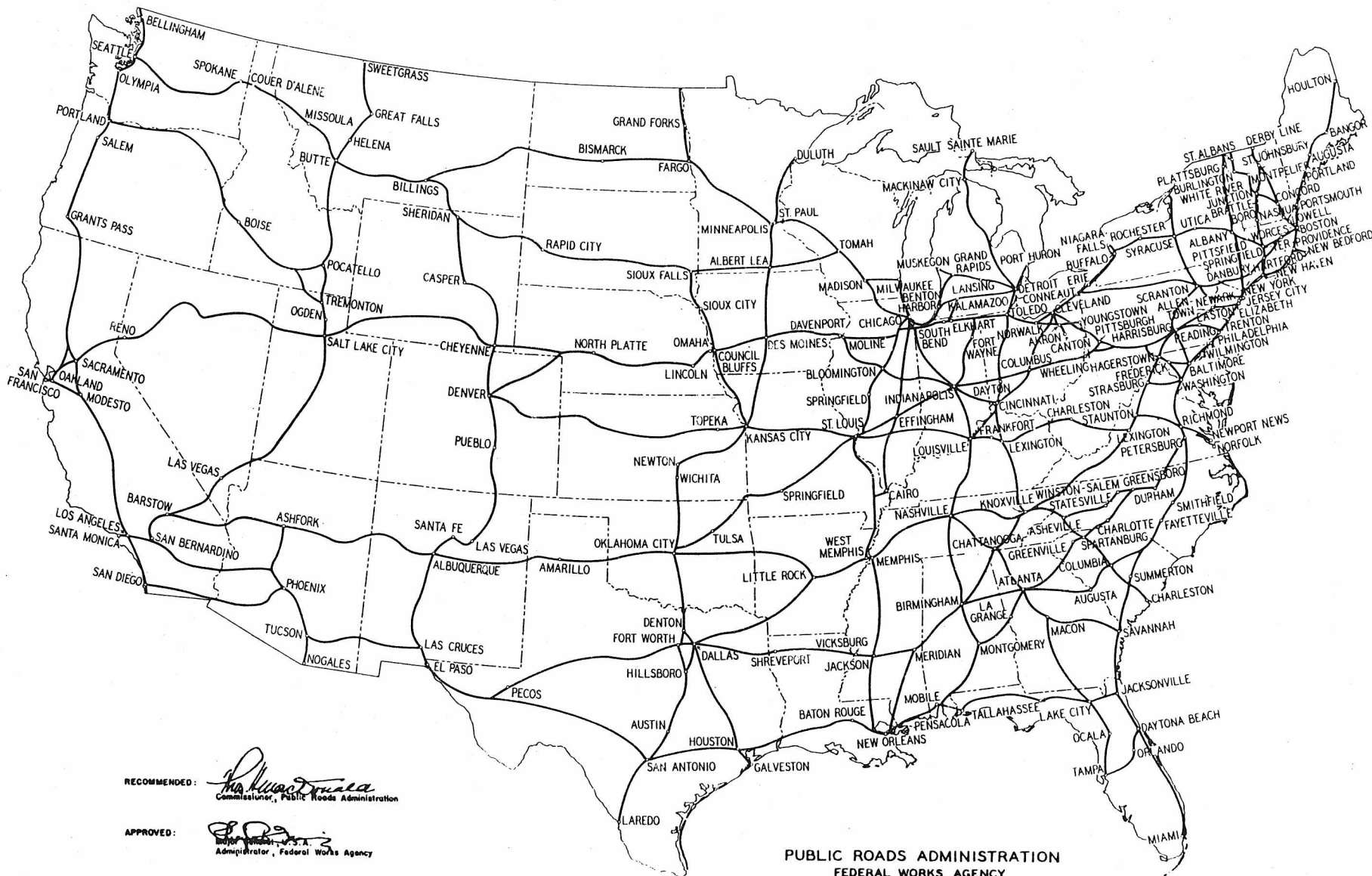
OCT 4 1955

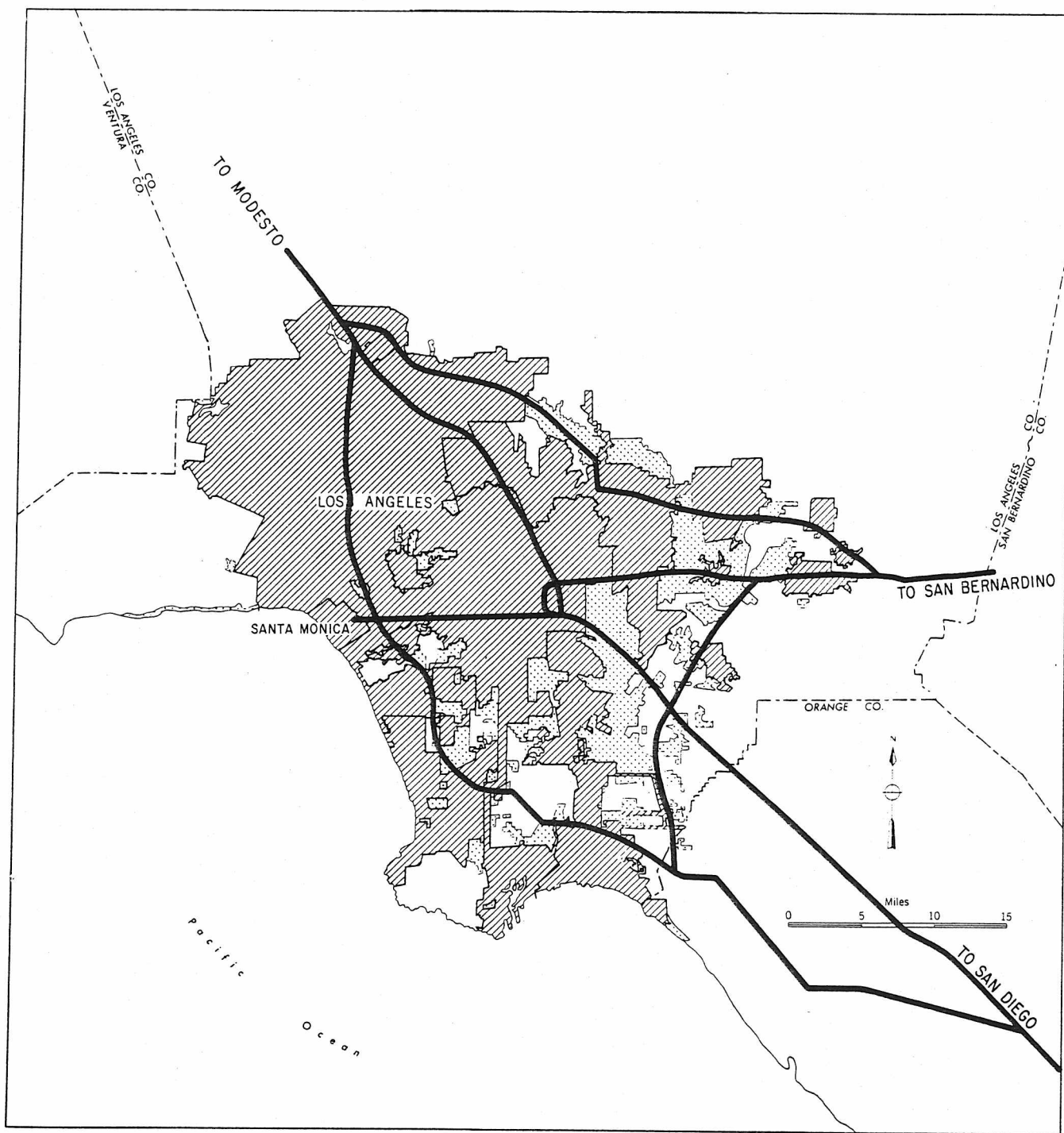
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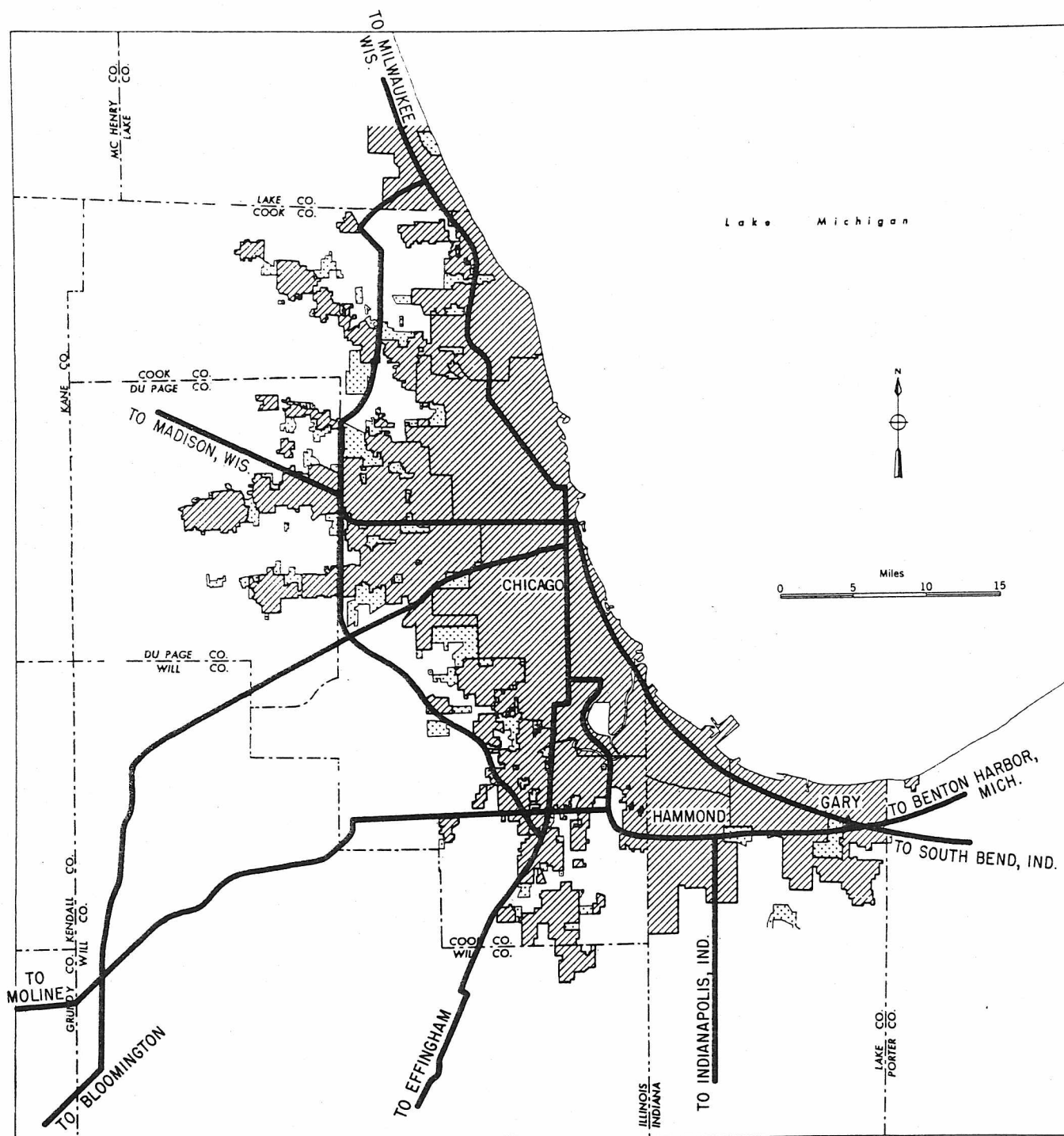
U. S. DEPARTMENT OF COMMERCE • Bureau of Public Roads

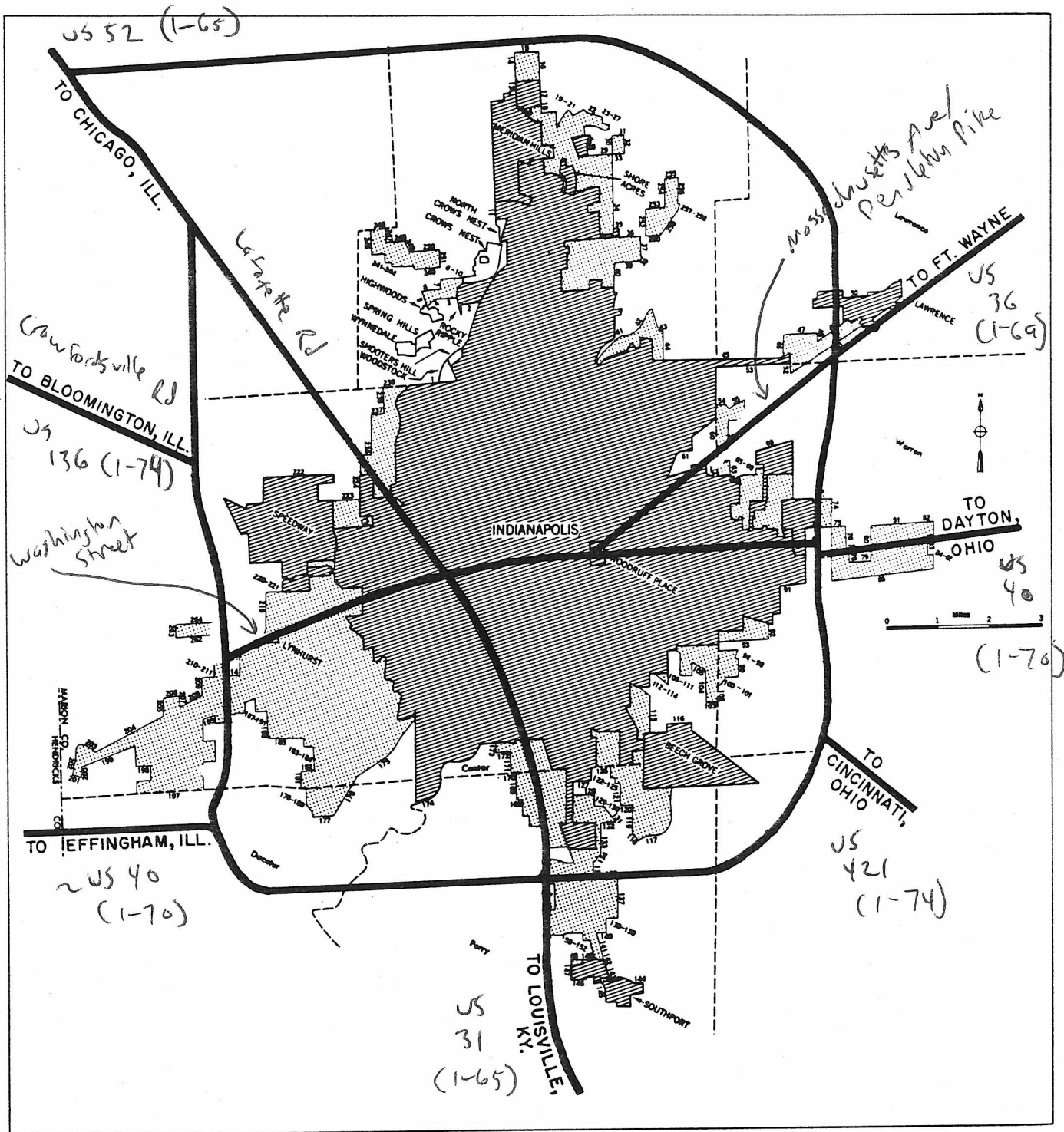
For Sale by the Superintendent of Documents
U. S. Government Printing Office, Washington 25, D. C. Price 55 cents











(San Mateo)

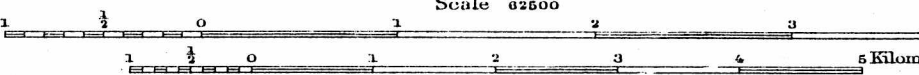
A.H. Thompson, Geographer.
Willard D. Johnson, Topographer in charge.
Triangulation by Coast and Geodetic Survey.
Topography by C. and G.S., U.S. Eng. Corps, City Surveys, and by
R.H. Chapman, R.B. Marshall, and W.H. Otis.
Surveyed in 1892-94.
Culture revised in 1914.
R.B. Marshall, Chief Geographer.

ENGRAVED NOV. 1914 BY U.S.G.S.

25'

(San Mateo)

Scale $\frac{1}{62500}$



Contour interval 25 feet.

Datum is mean sea level.

$1\frac{1}{2}'' = 0.97$

